Chita. Until a few years ago there were only two sugar factories in Voroshilov (Ussuri-Khanka Area) to supply the sugar needs. The largest of the two could process up to 1,400 tons of sugar /180/ beets a day. In order to supply Chita Oblast and the Buryat-Mongol ASSR, the cultivation of sugar beets has been begun there since 1943, and a sugar factory has been built in Bichura in the Buryat-Mongol ASSR. Another such factory is supposed to be built in Chita. The extraction of plant oils is done primarily by two large oil mills in addition to numerous small installations which are part of agricultural establishments. One of these large oil mills is in Blagoveshchensk, where primarily sunflower seeds are processed; the second of these large oil mills is in Voroshilov. It specializes in the processing of soy beans and perilla seeds.

/181/ TRANSPORTATION

General Significance of the Transportation Situation

The pressure (to have access) to the sea was the real reason for the unrelenting march of the Russians to the Pacific. The unfavorable situation of the Sea of Okhotsk caused them to turn to the south, where the mouth of the Amur awakened hopes in them. With obstinate patience they endured one and a half centuries until this goal, too, was attained. Their hopes, however, were disappointed. Nikolayevsk at the mouth of the Amur did not prove itself to be a suitable harbor and open door to the Pacific. In Vladivostok a more favorable place and an excellent harbor was found, but it developed slowly because the immediate hinterland was still not developed and the route from Siberia through Russia's own territory via Khabarovsk was too far. Thus, by virtue of a treaty with China, the "Chinese East Railroad," as the Russians call the north Manchurian railroad, was laid as a straight line crossing through Manchuria, even before the Amur railroad was built. With this the way to Vladivostok was shortened by about 1,000 kilometers. The north Manchurian railroad was completed in 1904; the Amur railroad, on the other hand, was completed only in 1916. The harbor in Vladivostok, however, is closed by ice for an average of 110 days, and during this period must be kept open by ice-breakers. So the glance of the Russians shifted to the south and rested in the harbor of Dal'nyy, "the far away," which was later renamed Dairen by the Japanese. From Harbin the Russians laid a railroad to Dal'nyy and laid out Port Arthur to protect the naval port. The route from Harbin

The breeding of livestock is pursued in the entire area: cows, horses, and pigs are kept in the main. Ukrainians, Koreans, and Chinese use the ox also as a work animal in the field; the Great Russians, however, do not. Everywhere there is the slender, black Chinese pig, which is of little value. Modern, planned breeding of livestock became possible only after the introduction of valuable breeds by the Soviets in the kolkhoz and sovkhoz.

Under Soviet rule greater improvement work has been carried out in the region of the Ussuri and of Khanka Lake, and further draining is planned. Many things have occurred for the further development of the area through the employment of machines in agriculture, for which these regions are especially suited. The cultivation of rice, soy beans, and sugar beets has been especially fostered in the last few years. The cultivation of sugar beets was introduced here as a new cultivated plant only under Soviet rule. Nothing can be said about the collectivization, which was carried out later in the Far East than in the European part of the Soviet Union and which was carried out only gradually. Nor can anything be said about the type of organization in this area filled with men of the most varying types.

/271/ /Sketch Map:/

/272/Voroshilov constitutes the center of this important agricultural area. Voroshilov lies at the point where the Ussuri Railroad meets the Manchurian Railroad, which, hurrying from Transbaykal across Manchuria, again enters Soviet Russian territory here. The city lies 30 meters above the sea and is 102 kilometers from Vladivostok. It has 70,600 inhabitants (1939) and is the center of a lively food industry. It has a large oil and fat works for processing soy beans. To this works also belongs a soap-boiler and a factory for cosmetic articles. The city has special importance as the seat of two first and largest sugar factories in the Far East. The city of Spassk (approximately 30,000 inhabitants), which lies southeast of Khanka Lake, should be mentioned as the next most important locality. In addition to flour mills and oil pressers, Spassk has the largest cement factory in the Far East. As the last locality on the railroad before the Manchurian border, Grodekovo (approximately 10,000 inhabitants) is worthy of mention. Grodekovo already lies in the western mountains, but with its predominantly wooden houses, it gives a typically Russian border impression, despite its nearness to the border.

From Voroshilov the railroad leads to the south first through hilly country, then, 30 kilometers from Voroshilov, it crosses some